

APPENDIX A

EXTRACT OF STANAG 2166

MOVEMENTS AND TRANSPORT DOCUMENTS

USED FOR MOVEMENTS

BY SHIP

This appendix includes an extract of STANAG 2166 (Movements and Transport Documents Used for Movements by Ship). This appendix is implemented by Chapter 3 (Marine Terminal Operations). STANAG 2166 contains standardized movement and transport documents for ship transport.

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Agreed English/French texts

STANAG 2166
(Edition 3)
NAVY/ARMY/AIR

NATO STANDARDIZATION AGREEMENT
(STANAG)

MOVEMENTS AND TRANSPORT DOCUMENTS USED FOR MOVEMENTS BY SHIP

Annexes	: A. Cargo Traffic Message
	B. Sailing Signal - Load Advice
	C. Sea Movement Resource Signal
	D. Cargo Stowage Plan
Related Documents	: STANAG 2023 MMS - Marking of Military Cargo for International Movement by all International Means of Transport
	STANAG 2155 M&T - Road Movement Bid and Credit
	STANAG 2156 M&T - Surface Transport Request and Surface Transport Reply
	STANAG 2165 M&T - Forecast Movement/Transport Requirements - Rail, Road and Inland Waterways

AIM

1. The aim of this agreement is to standardize the essential movements and transport documents used for the movement of materials by ship to and from NATO nations so that loading and discharge can be carried out efficiently. Cargo is forwarded from ports and beaches to the final destination in accordance with STANAGs 2155, 2156, and 2165.

AGREEMENT

2. Participating nations agree to adopt the following documents for movement of material by ship between NATO nations.

- | | |
|---------------------------------|---------------|
| a. Cargo Traffic Message | : See Annex A |
| b. Sailing Signal - Load Advice | : See Annex B |
| c. Sea Movement Resource Signal | : See Annex C |
| d. Cargo Stowage Plan | : See Annex D |

DEFINITION

3. The following term and definition are used for the purpose of this agreement:

Net Explosives Quantity (NEQ)

The quantity in kilograms of the explosive substance present in a container, ammunition, building, etc. It does not include such substances as white phosphorous, war gases, or smoke and incendiary composition unless the substances contribute significantly to the dominant hazard of the Hazard Division concerned.

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NATO UNCLASSIFIEDDETAILS OF THE AGREEMENT

4. When vessel sailing time from the Port of Embarkation to the Port of Debarkation is more than 72 hours, the Cargo Traffic Message, Annex A, is to be dispatched. When vessel sailing time is less than 72 hours, the Sailing Signal - Load Advice, Annex B, or Sea Movement Resource Signal, Annex C, is to be dispatched as deemed appropriate by the sender. Annex C is used to advise movement staffs and naval shipping control authorities of the allocation of shipping and its schedule following the activation of plans. It gives advance notice of arrival times and cargo details to enable reception planning to begin.

IMPLEMENTATION OF THE AGREEMENT

5. This STANAG is implemented when the necessary orders/instructions to use the documents mentioned in this agreement have been issued to the forces concerned. Annexes A, B, and C are not to be used as a substitute for a ships cargo manifest.

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ANNEX A TO
STANAG 2166
 (Edition 3)

- Appendices : 1. Specimen Cargo Traffic Message
 2. Vessel Stowage Location Codes
 3. Abbreviations/Acronyms

CARGO TRAFFIC MESSAGE

1. Movements staffs at the port of loading will dispatch a Cargo Traffic Message (CTM) for each ship carrying military cargo as soon as loading is completed. The CTM will be dispatched to each port of discharge. When any portion of the CTM is classified, the entire CTM will be classified appropriately.

2. Instructions for preparing the CTM are given below. A specimen CTM is shown at Appendix I.

- a. Precedence. CTMs will be assigned a precedence in accordance with existing NATO procedures.
- b. Security Classification. The originator will insert the appropriate security classification.
- c. Text
 - (1) Paragraph 1. Ship Identification
 - (a) Ship prefix, e.g., USS, USNS, USCG, SS, MS, MV, NS.
 - (b) Ship name or number.
 - (c) Voyage number.
 - (d) Vessel terms of carriage (status code (US only)).
 - (e) International Radio Call Sign (IRCS).
 - (f) Type commercial ship (vessel classification), e.g., C1, C2, C4, LASH, SEABEE, RORO.
 - (2) Paragraph 2. Movement Data
 - (a) Departure port.
 - (b) Departure hour/day (ZULU date time group).
 - (c) Next port of call.
 - (d) Estimated Time of Arrival (ETA) next port of call (date).
 - (e) Subsequent ports of call (for loading and discharge) where cargo operations will be conducted.

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NATO UNCLASSIFIED(3) Paragraph 3. Operational Handling Information

- (a) Ship characteristics (self-sustaining, non-self-sustaining, etc.).
 - (b) Special berthing requirements.
 - (c) Special information if required by theater or host nation port area commander, e.g., expected arrival draft, overall length, beam and capacity in metric tonnes (M.T.) and cubic metres (cu. m.) (US only: include long tons (L/T) and measurement tons (M/T) in parentheses, followed by abbreviation, e.g., (40 L/T, 10 M/T)).
 - (d) "Manifest on Board" or "Manifest Forwarded Separately" by method, e.g., AUTODIN (US only), mail, etc. .
 - (e) "Cargo for Trans-shipment at (port of discharge)", when applicable.
- (4) Paragraph 4. Total cargo loaded in metric tonnes (M.T.) and cubic metres (cu.m.) (US only: include long tons (L/T) and measurement tons (M/T) in parentheses, followed by abbreviation, e.g., (40 L/T, 10 M/T).
- (5) Paragraph 5. For each port of discharge, include a separate paragraph with total cargo loaded for that part in metric tonnes (M.T.) and cubic metres (cu.m.) (US only: include long tons (L/T) and measurement tons (M/T) in parentheses, followed by abbreviation, e.g., (40 L/T, 10 M/T) and a summary as follows (excluding cargo for trans-shipment).
- (a) Deck load by military service (or consignee when appropriate) description (include number of wheeled and number of tracked vehicles), metric tonnes (M.T.) and cubic metres (cu.m.) (US only: include long tons (L/T) and measurement tons (M/T) in parentheses, followed by abbreviation, e.g., (40 L/T, 10 M/T), excluding ammunition/explosives.*)
 - (b) Hatch load by military service (or consignee when appropriate) description (include number of wheeled and number of tracked vehicles), metric tonnes (M.T.) and cubic metres (cu.m.) (US only: include long tons (L/T) and measurement tons (M/T) in parentheses, followed by abbreviation, e.g., (40 L/T, 10 M/T), excluding ammunition/explosives.*)

*) Identified by the first three positions of the vessel stowage location code
(Appendix 2) indicates stowage location for LASH/SEABEE vessels by the last
 four positions of the barge number.

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- (c) Total number of refrigerated (REEFER) containers for each military service (or consignee when appropriate) metric tonnes (M.T.) and cubic metres (cu.m.) (US only: include long tons (L/T) and measurement tons (M/T) in parentheses, followed by abbreviation, e.g., (40 L/T, 10 M/T).
- (d) Total number of other containers (SEAVANS, MILVANS, MSCVANS) for each military service (or consignee when appropriate) metric tonnes (M.T.) and cubic metres (cu.m.) (US only: include long tons (L/T) and measurement tons (M/T) in parentheses, followed by abbreviation, e.g., (40 L/T, 10 M/T), excluding those containing ammunition/explosives.*)
- (e) Total number of containers (SEAVANS, MILVANS, MSCVANS) containing ammunition/explosives for each military service (or consignee when appropriate) metric tonnes (M.T.), cubic metres (cu.m.) (US only: include long tons (L/T) and measurement tons (M/T) in parentheses, followed by abbreviation, e.g., (40 L/T, 10 M/T) and Net Explosive Quantity (NEQ) by UN Code (International Maritime Dangerous Goods (IMDG) Code) UN Code to include decimal fraction sub-division, e.g., 1.1, 1.2, IMDG compatibility group code, and stow location.
- (f) Description of bulk ammunition/explosives for each military service (or consignee when appropriate) metric tonnes (L/T) and measurement tons (M/T) in parentheses, followed by abbreviation, e.g., (40 L/T, 10 M/T), Net Explosive Quantity (NEQ) by UN Code (International Maritime Dangerous Goods (IMDG) Code) UN Code to include decimal fraction sub-division, e.g., 1.1, 1.2, IMDG compatibility group code, and stow location.
- (g) Heavy lift cargo exceeding the capacity of the ships booms, number of pieces, stow location, weight (metric tonnes (M.T.)) (US only: include long tons (L/T) and measurement tons (M/T) in parentheses, followed by abbreviation, e.g., (40 L/T, 10 M/T).
- (h) Protected (sensitive) and/or classified cargo number of pieces stow location, identification number (for US, use Transportation Control Number).
- (i) For LASH/SEABEE shipments, list all barges by number, by military service (or consignee when appropriate) and indicate cargo description(including summary of containers as indicated above, if applicable) in metric tonnes (M.T.) and cubic metres (cu.m.) (US only: include long tons (L/T) and measurement tons (M/T) in parentheses, followed by abbreviation, e.g., (40 L/T, 10 M/T).

*) Identified by the first three positions of the vessel stowage location code (Appendix 2) indicates stowage location for LASH/SEABEE vessels by the last four positions of the barge number.

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- (6) Final paragraph. Trans-shipment Data (As required).
- (a) Port of trans-shipment.
 - (b) Information specifying responsibility for trans-shipment of cargo.
 - (c) Name of on-carrying vessel (indicate vessel TBN (to be named) if unknown).
 - (d) Cargo data as required in Instruction 5 for each port of discharge.
 - (e) For LASH/SEABEE shipments, the port of trans-shipment is the port of discharge of the vessel. For movement of barge from vessel port of discharge to inland barge port of discharge, indicate "TOWED" in lieu of name of on-carry vessel. Summarize cargo data by barge number and barge port of discharge.

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APPENDIX 1 TO
ANNEX A TO
STANAG 2166
 (Edition 3)

SPECIMEN CARGO TRAFFIC MESSAGEA. BREAKBULK

FROM : Preparing Activity
 TO : Receiving Activity (Other addressees as required)

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SUBJECT : Cargo Traffic Message

1. USNS Comet / A-1893 / 11 / KCMV / C4.
2. Departed Bayonne NJ 160940Z May for Antwerp ETA 24 May. Subsequent port Rotterdam.
3. Self-sustaining. Manifest forwarded separately via AUTODIN.
4. Total cargo loaded 1970 M.T., 7268 cu.m. (1940 L/T, 6418 M/T).
5. Total cargo loaded for Antwerp 1095 M.T., 4063 cu.m. (1078 L/T, 3588 M/T).

<u>Location</u>	<u>Military Service/ Consignee</u>	<u>Number of Vehicles</u>	<u>M.T.</u>	<u>cu.m.</u>
1LH	Army General		26	66 (26 L/T, 59 M/T)
1LT	Army General		14	36 (14 L/T, 32 M/T)
3LH	Army Wheeled Vehicles	14	85	428 (84 L/T, 378 M/T)
3UT	Army Wheeled Vehicles	11	111	573 (110 L/T, 506 M/T)
3LT	Army Wheeled Vehicles	36	365	1875 (360 L/T, 1656 M/T)
3UD	Army Wheeled Vehicles	11	491	1083 (484 L/T, 957 M/T)

6. Total cargo loaded for Rotterdam 875 M.T., 3205 cu.m. (862 L/T, 2830 M/T).

4LH	Army Wheeled Vehicles	12	73	366 (72 L/T, 324 M/T)
4LT	Army Wheeled Vehicles	23	233	1198 (230 L/T, 1058 M/T)
4UT	Army Wheeled Vehicles	47	477	1437 (470 L/T, 1269 M/T)
4MD	Army Tracked Vehicles	2	89	197 (88 L/T, 174 M/T)
4MD	Army Hazardous, UN Class 1.2 D, NEQ 1851 kg		2	5 (2 L/T, 5 M/T)
4SL	TCN W253414031XXX Army General		5	pcs

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NATO UNCLASSIFIEDSPECIMEN CARGO TRAFFIC MESSAGE
(Specimen/SEAVANs)B. SEAVANs

FROM : Preparing Activity
 TO : Receiving Activity (Other addressees as required)

UNCLASSIFIED

SUBJECT : Cargo Traffic Message

1. SS American Lancer / A-1899 / W2 / WZJB / C4.
2. Departed Charleston SC 250630Z May for Bremerhaven ETA 2 June.
3. Non-self-sustaining. Manifest forwarded separately via AUTODIN. Cargo for trans-shipment at Bremerhaven.
4. Total cargo loaded 29 SEAVANs 257 M.T., 1566 cu.m. (253 L/T, 1382 M/T).
5. Total cargo loaded for Bremerhaven 240 M.T., 1526 cu.m. (237 L/T, 1348 M/T).

4 Reefer SEAVANs (30 L/T, 98 M/T)	Army General	39 M.T.	111 cu.m.
24 SEAVANs (198 L/T, 1250 M/T)	Army General	201 M.T.	1415 cu.m.
6. Cargo for trans-shipment at Bremerhaven to Esbjerg via TBN.

1 Reefer SEAVAN (16 L/T, 35 M/T)	Navy General	16 M.T.	39 cu.m.
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SPECIMEN CARGO TRAFFIC MESSAGE

C. LASH/SEABEE

FROM : Preparing Activity
TO : Receiving Activity (Other addressees as required)

UNCLASSIFIED

SUBJECT : Cargo Traffic Message

1. SS Doctor Lykes / A-1897 / W / KHNB / SEABEE.
2. Departed Galveston TX 201645Z May for Rotterdam ETA 29 May.
3. Non-self-sustaining. Manifest forwarded separately via AUTODIN.
4. Total cargo loaded 91 M.T., 207 cu.m. (90 L/T, 183 M/T).
5. For Mannheim via Rotterdam (towed) 91 M.T., 207 cu.m. (90 L/T, 183 M/T).

Bargo No. 0006 Army Tracked Vehicles	89 M.T.	197 cu.m.(88 L/T, 174 M/T).
Bargo No. 0006 Army General	2 M.T.	10 cu.m.
(2 L/T, 9 M/T).		

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APPENDIX 2 TO
ANNEX A TO
STANAG 2166
 (Edition 3)

VESSEL STOWAGE LOCATION CODES
 (Breakbulk Cargo Only)

The vessel stowage location code is a three-position alpha-numeric code that identifies where breakbulk cargo is stowed on a vessel.

First position: Hatch Number. Will be identified by a numeric code 1 through 8, as appropriate.

Second and third positions: Hold or Deck.

<u>Code</u>	<u>Description</u>	<u>Code</u>	<u>Description</u>
1D*	First deck	ML	Mate Locker
2D*	Second deck	MK	Middle trunk
3d*	Third deck	OD	On deck
AL	Ammo Locker	RD	Orlop deck
CM	Care of mate	PL	Paint Locker
DT	Deep tank	RB	Reefer box (cargo)
FL	Flight deck	SL	Security locker
FD	Forecastle deck	SD	Shelter deck
FT	Forecastle tween deck	SR	Ship's refrigerator
FR	Freeze box or room	ST	Strong room
HD	Hanger deck	TA	Tank deck
LZ	Lazarette	TD	Tween deck
LH	Lower hold	UD	Upper deck
LR	Lower reefer flat	UR	Upper reefer flat
LK	Lower trunk	UK	Upper trunk
LT	Lower tween deck	UT	Upper tween deck
LV	Lower van flat	UV	Upper van flat
MR	Mailroom	CH	Chill box or room
MD	Main deck	PD	Prom deck
MT	Main tween deck		
LM	Mast locker		

* If vessels have lettered decks, use deck letter in second position and letter "D" in third position.

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APPENDIX 3 TO
ANNEX A TO
STANAG 2166
 (Edition 3)

Abbreviations/Acronyms

AUTODIN	:	Automatic Digital Network
CTM	:	Cargo Traffic Message
cu.m.	:	Cubic Metre (1000 cubic decimetres)
e.g.	:	For Example
ETA	:	Estimated Time of Arrival
HL	:	Heavy Lift
IMDG	:	International Maritime Dangerous Goods
IRCS	:	International Radio Call Sign
LASH	:	Lighter Aboard Ship
L/T	:	Long Ton (2,240 pounds)
MILVAN	:	Military-owned demountable container
MS	:	Motor Ship
M.T.	:	Metric tonne (unit of 1000 kilogram)
M/T	:	Measurement Ton (40 cubic feet)
MV	:	Motor Vessel
NEQ	:	Net Explosive Quantity
NS	:	Nuclear Ship
REEFER	:	Refrigerated shipping container
RORO	:	Roll-on/Roll-off
SEABEE	:	Sea-Barge
SEAVAN	:	Commercial or Government-owned (leased) shipping container
SS	:	Steamship
TBN	:	To be Named
TCN	:	Transportation Control Number
USCG	:	United States Coast Guard
USNS	:	United States Naval Ship
USS	:	United States Ship

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ANNEX B TO
STANAG 2166
 (Edition 3)

SAILING SIGNAL - LOAD ADVICE

(Classification)

(SHORT FORMAT)

PRECEDENCE For both action and information this must always be "IMMEDIATE" to ensure arrival in advance of the ship.

FROM Originator (usually the movement authority at the port of loading).

TO Sailing Signals have a wide distribution which varies according to the destination port of the particular movement. Sailing Signals should be sent to the same addressees as the corresponding SEAMOV signals. The following should always be included:

MOD and Command HQ
 Naval HQ and shipping control authorities
 Dispatching authorities
 Movement authorities at origin and at destination ports
 International coordinating authorities

INFORMATION As appropriate

TEXT:

SAILING SIGNAL - LOAD ADVICE NUMBER

ALPHA Code name of plan or ad hoc movement

BRAVO Ship's name and international number or nickname

CHARLIE Departure port and actual time of departure

DELTA Arrival port and estimated time of arrival

ECHO Either: Plan serials plus or minus, or:
 Specific load details including personnel, numbers of ISO containers, tonnages, and IMDG hazard classes for dangerous goods

FOXTROT Remarks

(Classification)

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ANNEX C TO
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(Edition 3)

SEA MOVEMENT RESOURCE SIGNAL
(SEAMOV)

(Classification)

PRECEDENCE	In view of the short warning time this will almost invariably be "IMMEDIATE"
FROM	Originator
TO	SEAMOV resource signals have a wide distribution which varies according to the destination ports of the particular planned or ad hoc movement. The following should always be included: MOD and Command HQ Naval HQ and shipping control authorities Movement authorities at origin and at destination ports International coordinating authorities
INFORMATION	As appropriate
TEXT:	
ALPHA	Plan code word or 'ad hoc' as appropriate
BRAVO	H hour (ETD of first ship in plan)
CHARLIE	<u>SEALIFT</u>
ONE	Serial
TWO	Ship's name, international number or nickname
THREE	Port of loading
FOUR	Time alongside
FIVE	Time of departure
SIX	Port of arrival
SEVEN	Expected time of arrival
EIGHT	Expected time to complete offload
NINE	Return port and expected time of arrival
DELTA	<u>CARGO</u> (Plan serials of details where known)

(Classification)

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ANNEX D TO
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(Edition 3)

CARGO STOWAGE PLAN

Appendix 1 - General Format

PURPOSE

1. The purpose of this document is to provide a diagram of a vessel's cargo space showing the location (both on and below decks) of all cargo. The format of this diagram may be used as required for planning stows and for documenting actual stows.

GENERAL FORMAT

2. See Appendix 1.

INFORMATION SHOWN ON THE CARGO STOWAGE PLAN

3. The hatch location of all cargo will be indicated accurately and in addition, the cargo stowage plan will show:

- a. Items of the cargo to be discharged at each port.
- b. The location of "Heavy Lift" items and awkward/outsize loads.
- c. Capacity and location of ship's booms/derricks.
- d. Special cargo, e.g. mail, attractive/high value items, etc.
- e. Hazardous cargo.

PREPARATION

4. The preparation of the cargo stowage plan should be divided into the following three main parts:

- a. A representation of cargo specifying, for each type, its weight, volume, location (both on and below decks), and destination.
- b. A recapitulation, by hatches of total tonnage for each port of discharge.
- c. Miscellaneous entries, e.g., summaries of heavy lifts, awkward/outside loads, boom/derrick capacities, etc.

5. Cargo stowed in the lower holds will be shown in profile (side view) while that on deck in between decks will be shown in plan (top view).

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6. The location of cargo for each port of discharge will be shown by the following colour code:

1st Port of discharge	:	solid green
2nd Port of discharge	:	solid red
3rd Port of discharge	:	solid yellow
4th Port of discharge	:	horizontal green stripes
5th Port of discharge	:	vertical red stripes
6th Port of discharge	:	horizontal yellow stripes
7th Port of discharge	:	vertical green stripes
8th Port of discharge	:	horizontal red stripes
9th Port of discharge	:	vertical yellow stripes

NOTE: If the use of a colour code is not practicable, the location of cargo for each port of discharge should be shown by shading, cross-checking, or other suitable means.

7. The volume and weight of each item of cargo will be shown both in measurement tons (1 measurement ton = 40 cubic feet) and long tons (1 long ton = 2240 pounds), or in metric tonnes and cubic metres. In the stowage plan at Appendix 1 to this Annex these details are given in measurement tons and long tons.

CONSOLIDATED STOWAGE PLAN

8. When a vessel is loaded at more than one terminal within a given port, or at more than one port, the shipping authority responsible for the documentation of each loading will forward copies of the cargo stowage plan to each successive loading terminal.

9. It will be the responsibility of the final loading terminal to prepare and distribute the final cargo stowage plan indicating total cargo loaded.

LEGEND of abbreviations used on Stowage Plan (see Appendix 1)

BXS	- Boxes
C	- Packages
CR	- Crates
CT	- Cartons
CU.M.	- Cubic Metre (1000 Cubic Decimetres)
PCS	- Pieces
TRK	- Trucks
CO	- Containers
PT	- Palletized Unit Loads
M.T.	- Metric Tonne (Unit of 100 Kilograms)
M/T	- Measurement Ton
L/T	- Long Ton
TW	- Total Weight
EA	- Each (e.g., 2 EA 2 1/2 T TRK = Two such 2 1/2 ton trucks)

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STOWAGE PLAN (General Format)

SAILED
LOADING PORT AND LOCATION
LOADING STARTED AT
LOADING ENDED AT
LOADED BY

FROM

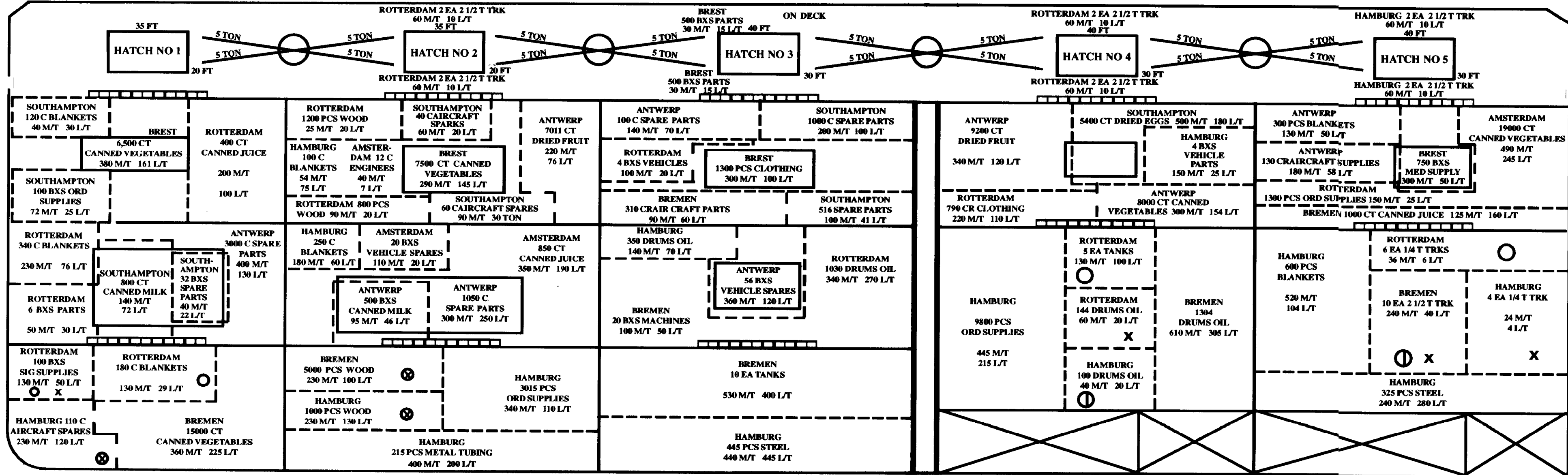
TO

SAILED

TO

DRAFT-FWD

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MASTER

**APPENDIX 1 TO
ANNEX D TO
STANAG 2166
(EDITION 3)**

Remarks
HOLD NO 3 BREMEN 10 EA TANKS 200 M/T 400 L/T
DIMENSIONS: HOLD NO 4 (CENTRE) ROTTERDAM 2 EA TANKS 130 M/T 100 L/T
DIMENSIONS: MAX CAP OPEN REAR 5 TON 0 NOT LOADED BY SHIP'S GEAR

MATRIX		
		TONS
TOTALS		

SIGNS
X STARBOARD
⊖ PORT
⊗ BOTH SIDES
○ CENTRE

Interpretation of colors	
<div></div>	BREST
<div></div>	SOUTHAMPTON
<div></div>	ANTWERP
<div></div>	ROTTERDAM
<div></div>	AMSTERDAM
<div></div>	BREMEN
<div></div>	HAMBURG
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HATCH LIST ●														
PORT	HATCH NO 1		HATCH NO 2		HATCH NO 3		HATCH NO 4		HATCH NO 5		ON DECK		TOTAL	
	L/T	M/T	L/T	M/T	L/T	M/T	L/T	M/T	L/T	M/T	L/T	M/T	L/T	M/T
BREST	161	380	145	290	100	300			50	300	15	30	471	1300
SOUTHAMPTON	149	292	50	150	141	300	180	500					520	1242
ANTWERP	130	400	372	615	190	500	274	640	108	310			1074	2465
ROTTERDAM	285	740	40	115	290	180	230	410	31	186	40	240	916	1871
AMSTERDAM			217	500					245	490			462	990
BREMEN	225	360	100	230	510	720	305	610	200	365			1340	2285
HAMBURG	120	230	575	1204	515	580	260	635	348	784	20	120	1838	3553
TOTALS	1070	2402	1499	3104	1746	2580	1249	2795	982	2435	75	390	6621	13706

● Including cargo on deck, in lockers, cannisters, refrigerators, freezers, etc.